

AMENDMENTS TO THE CLAIMS:

The following will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) A railway car comprising an underframe, side structures, and a roof structure, characterized in that

in the underframe, ~~the material used to form both longitudinal ends of the railway car body is softer than the material used to form the a longitudinal center portion thereof, material of said both longitudinal ends being material formed by annealing.~~

2. (currently amended) A railway car according to claim 1, wherein

~~the members constituting the a floor portion of said underframe characterize in are selected such that the material used to form said both end areas longitudinal ends of the members is softer than the material used to form the a longitudinal center area portion thereof.~~

3. (currently amended) A railway car according to claim 2, wherein

~~the members constituting the floor portion of said underframe and the side sills of said underframe, said side sills being disposed at both width-direction-sides thereof characterize in of said floor portion, are selected such that the materials used to form said both end areas longitudinal ends of the members constituting the floor portion of said underframe and side sills of said underframe are softer than the materials used to form the longitudinal center areas thereof portion thereof.~~

4. (currently amended) A railway car according to claim 1, wherein

one or more center sills are disposed on the a lower side of said underframe along the a longitudinal direction of the railway car body for joining a coupler thereto ~~characterize in and are selected such that the material used to form both longitudinal ends thereof of the center sills~~ is softer than the material used to form the longitudinal center area thereof portion of the center sills.

5. (currently amended) A railway car according to claim 1, wherein

said side structures and said roof structure ~~characterize in~~ are selected such that the materials used to form said both longitudinal end areas of the side structures and the roof structure car body are softer than the materials used to form the longitudinal center areas thereof.

6. (currently amended) A railway car comprising an underframe, side structures, and a roof structure, wherein

said underframe is composed of plural hollow shape members; and the direction of extrusion of said hollow shape members is disposed along the longitudinal direction of the railway car body, and said plural hollow shape members are arranged along the circumferential direction of the railway car body and welded to one another to form the railway car;

characterized in that said plural hollow shape members are formed so that the material used to form both longitudinal ends of the railway car body is softer than the material used to form the longitudinal center portions thereof, material used to form said both longitudinal ends being material formed by annealing.

7. (currently amended) A railway car according to claim 6, characterized in that each of said plural hollow shape members includes:

~~the two first~~ hollow shape members composed of ~~the material~~ for forming said both ends, ~~are formed as separate parts from the~~ a second hollow shape members member composed of the material for forming said center portion,

and the ~~parts~~ two first hollow shape members are respectively bonded to ~~one another~~ ends of the second hollow shape member.

8. (cancelled)

9. (currently amended) A railway car according to claim 6, characterized in that

the first hollow shape members composed of the material for forming said both ends and the second hollow shape member composed of the material for forming said center portion are formed as one hollow shape member.

10. (currently amended) A railway car according to claim 6, wherein

~~said side sills~~ are disposed at both sides of said underframe ~~characterize in~~ and are selected such that ~~the material~~ used to form said both end areas thereof is softer than ~~the material~~ used to form ~~the~~ longitudinal center areas thereof.

11. (currently amended) A railway car according to claim 6, wherein

~~said one or more center sills~~ are disposed on ~~the~~ a lower side of said underframe along the longitudinal direction of the railway car body for joining ~~the~~ a coupler thereto ~~characterize in~~ and are selected such that ~~the material~~ used to form

said ~~both~~ end areas thereof is softer than ~~the~~ material used to form the longitudinal center areas thereof.

12. (currently amended) A railway car according to claim 6, wherein

said side structures and said roof structure are composed of a plurality of second hollow shape members;

the direction of extrusion of said plurality of second hollow shape members is disposed along the longitudinal direction of the railway car body, the plurality of second hollow shape members being arranged along the circumferential direction of the railway car body and bonded to one another; and

said plurality of second hollow shape members are formed so that the material used to form said both end areas thereof is softer than ~~the~~ material used to form the longitudinal center areas thereof.

13. (currently amended) A railway car according to claim 12, wherein

each of said plurality of second hollow shape members includes end portions and a center portion, the end portions forming the end areas and the center portion forming the longitudinal center area, of each second hollow shape member; and

said end portions of each second hollow shape member ~~members composed of the material for forming said both ends~~ and said center portion of said second hollow shape member composed of the material for forming said center portion are separate members, and the members said end portions are welded together to respective ends of the center portion.

14. (cancelled)

15. (original) A railway car according to claim 12, characterized in that

the second hollow shape members composed of the material for forming said both ends and the second hollow shape member composed of the material for forming said center portion are formed as one hollow shape member.

16. (currently amended) A railway car formation comprising plural car bodies being connected, characterized in that

both ends of each a respective car body of the railway car formation, constituting a portion of a passenger room, are equipped with parts that shrink in the longitudinal direction of said respective car body when a said respective car body collides against another car body being adjacent thereto.

17. (currently amended) A railway car formation according to claim 16, characterized in that

said portion of a passenger room is an underframe of each car body, and the material for forming said both ends of said underframe of said respective car body is softer than ~~the material for forming the~~ a longitudinal center area thereof, the material for forming said both ends being material formed by annealing.

18. (new) A railway car according to claim 1, wherein material used in forming the longitudinal center portions and the longitudinal ends have a same composition, with material of the longitudinal ends having been made softer by said annealing.

19. (new) A railway car according to claim 6, wherein material used in forming the longitudinal center portions and the longitudinal ends have a same composition, with material of the longitudinal ends having been made softer by said annealing.

20. (new) A railway car formation according to claim 17, wherein material used in forming said both ends of said underframe of each car body and material used in forming said longitudinal center area thereof have a same composition, with material of said both ends having been made softer by said annealing.

21. (new) A railway car according to claim 3, wherein the side sills are provided with elongated holes.

22. (new) A railway car according to claim 4, wherein the one or more center sills are provided with elongated holes.

23. (new) A railway car according to claim 1, wherein each of said both longitudinal ends of the railway car extends 100 to 500 mm.

24.(new) A railway car comprising an underframe, side structures, and a roof structure, wherein:

said underframe is composed of plural hollow shape members; and

the direction of extrusion of said hollow shape members is disposed along the longitudinal direction of the railway car, and said plural hollow shape members are arranged along the circumferential direction of the railway car and welded to one another to form the railway car;

characterized in that said plural hollow shape members are formed so that material used to form both longitudinal ends of the railway car is softer than material used to form the longitudinal center portions thereof;

each of said plural hollow shape members including:

two first hollow shape members composed of material for forming said both longitudinal ends, formed as separate parts from a second hollow shape member composed of the material for forming the longitudinal center portion,

and the two first hollow shape members are respectively bonded to ends of the second hollow shape member, and wherein:

each of the first hollow shape members and the second hollow shape members includes two face plates and a connecting member extending between the two face plates;

of the first hollow shape members disposed at both ends of the railway car and the second hollow shape members disposed at the center portion thereof, two face plates constituting one of the first and second hollow shape members are abutted against the two face plates constituting the other of the first and second hollow shape members, abutted areas being welded;

said one of the first and second hollow shape members has a longitudinal end portion of a connecting member, connecting said two face plates, that is protruded from end portions of said two face plates;

said other of the first and second hollow shape members has longitudinal end portions of said two face plates that are protruded from the end portion of the connecting member connecting said two face plates; and

Q16  
Q17

the connecting member of said one of the first and second hollow shape members is disposed between the two face plates of said other of the first and second hollow shape members.

25. (new) A railway car comprising an underframe, side structures, and a roof structure, wherein:

said underframe is composed of plural hollow shape members; and  
the direction of extrusion of said hollow shape members is disposed along the longitudinal direction of the railway car, and said plural hollow shape members are arranged along the circumferential direction of the railway car and welded to one another to form the railway car;

characterized in that said plural hollow shape members are formed so that material used to form both longitudinal ends of the railway car is softer than material used to form the longitudinal center portions thereof, wherein:

said side structures and said roof structure are composed of a plurality of second hollow shape members;

the direction of extrusion of said plurality of second hollow shape members is disposed along the longitudinal direction of the railway car, the plurality of second hollow shape members being arranged along the circumferential direction of the railway car and bonded to one another; and

said plurality of second hollow shape members are formed so that material used to form end areas thereof is softer than material used to form longitudinal center areas thereof, wherein:



each of said plurality of second hollow shape members includes end portions and a center portion, the end portions forming the end areas and the center portion forming the longitudinal center area, of each second hollow shape member; and

said end portions of each second hollow shape member and said longitudinal center portion of said second hollow shape member are separate members, and said end portions are welded to respective ends of the center portion, and wherein:

each of the plural second hollow shape members includes two face plates and a connecting member connecting between the two face plates;

of the plural second hollow shape members disposed at both ends of the car body and the plural second hollow shape members disposed at the center portion thereof, the two face plates constituting one hollow shape member are abutted against the two face plates constituting another hollow shape member, abutted areas being welded;

said one hollow shape member has a longitudinal end portion of a connecting member connecting said two face plates that is protruded from end portions of said two face plates;

said another hollow shape member has a longitudinal end portion of said two face plates that are protruded from the end portion of the connecting member connecting said two face plates; and

the connecting member of said one hollow shape member is disposed between the two face plates of said another hollow shape member.